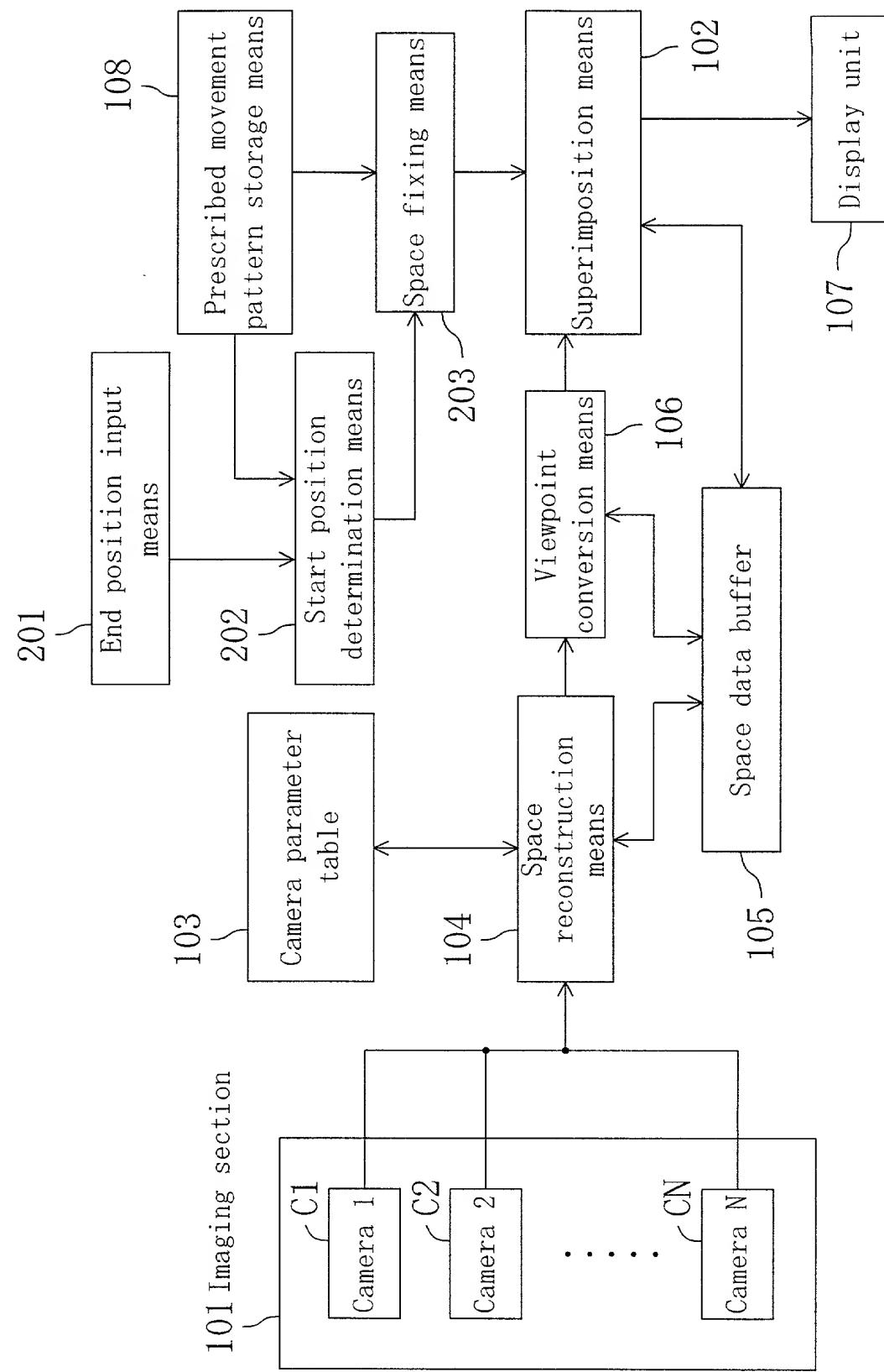


FIG. 1



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FIG. 2

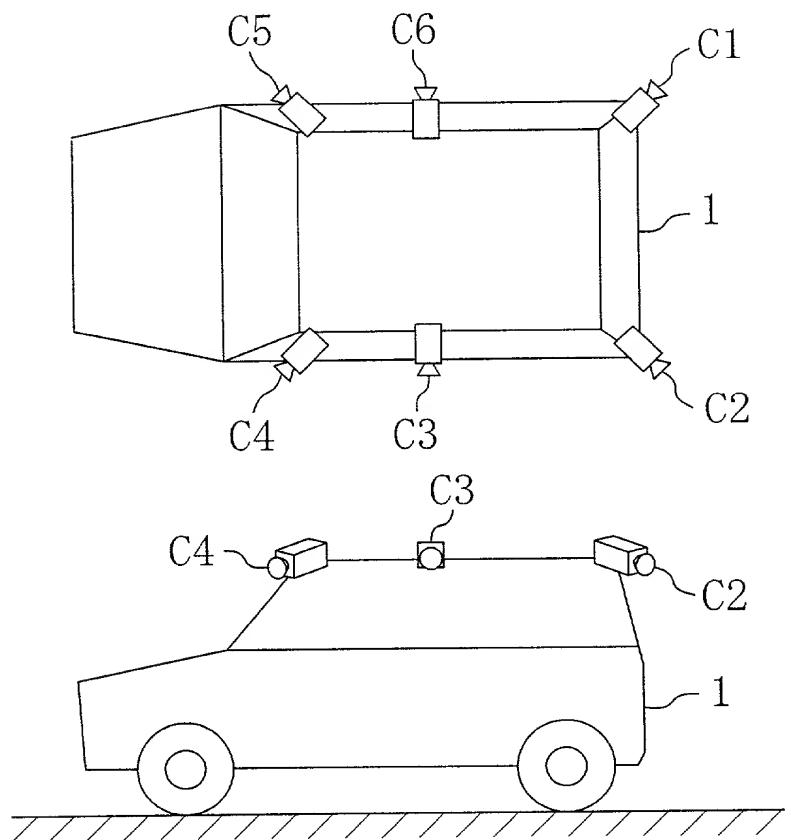
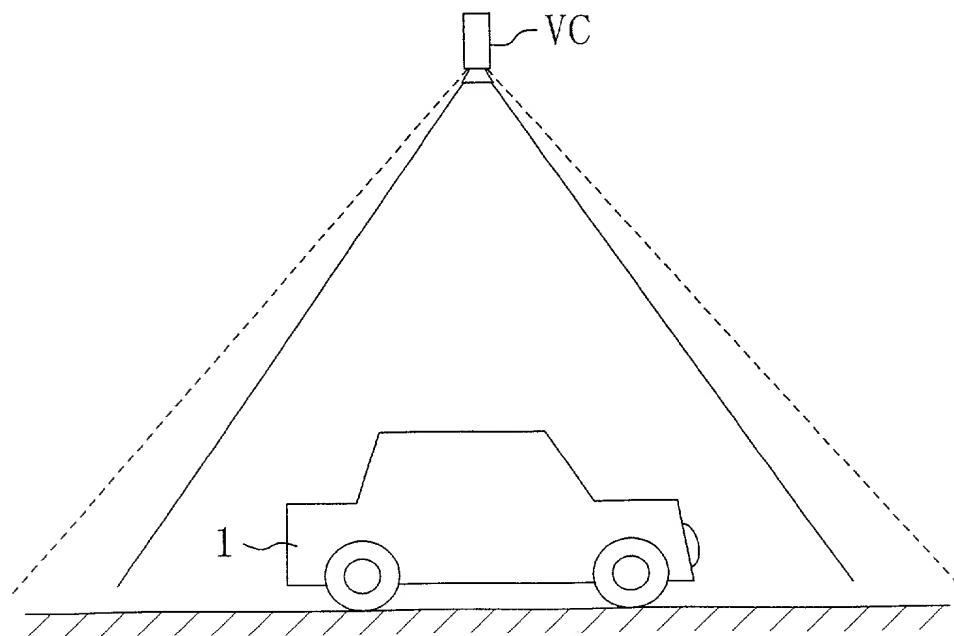


FIG. 3



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FIG. 4

Surrounding condition image

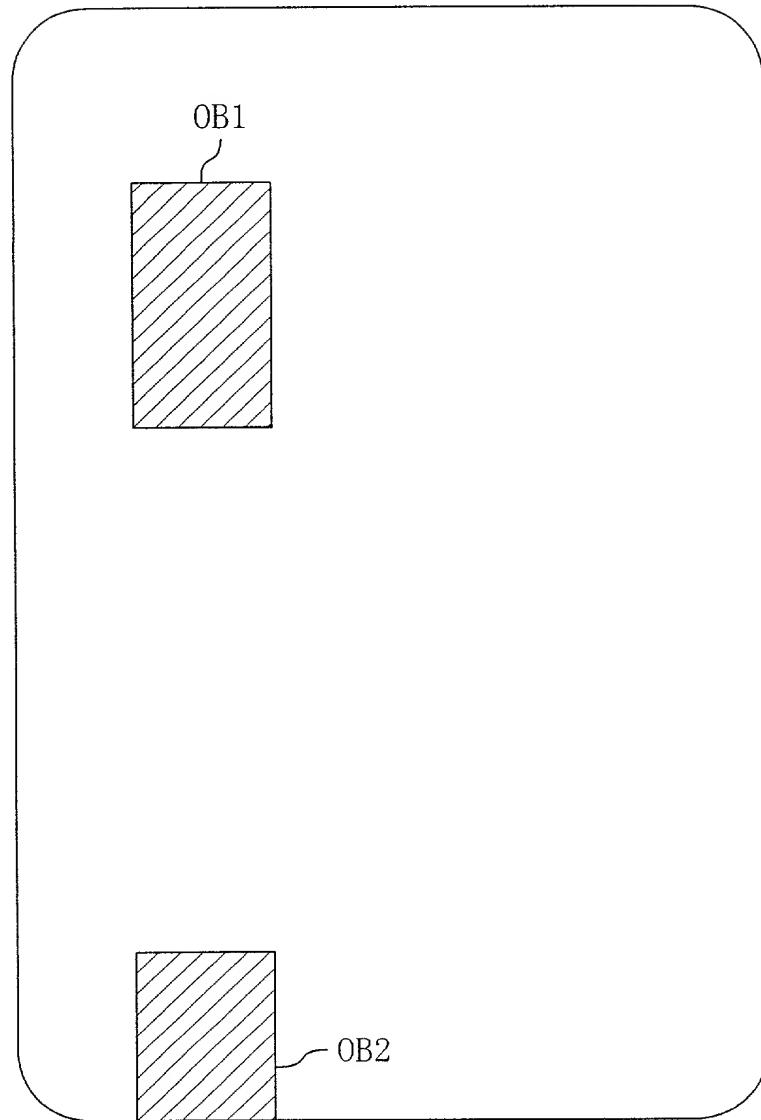


FIG. 5A

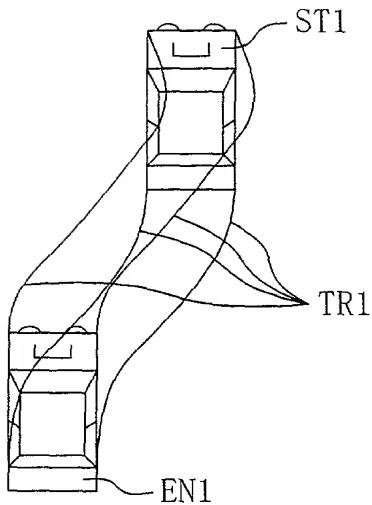


FIG. 5B

Number of revolutions of tire (Unit: revolution)	Rudder angle of steering wheel (Unit: degree)
0.25	0
0.25	-45
0.25	-90
0.2	-135
0.1	-180
0.2	-135
0.25	-90
0.25	-45
0.8	0
0.25	45
0.25	90
0.2	135
0.1	180
0.2	135
0.25	90
0.25	45
0.25	30
0.25	15
0.5	5
0.5	0

FIG. 6A

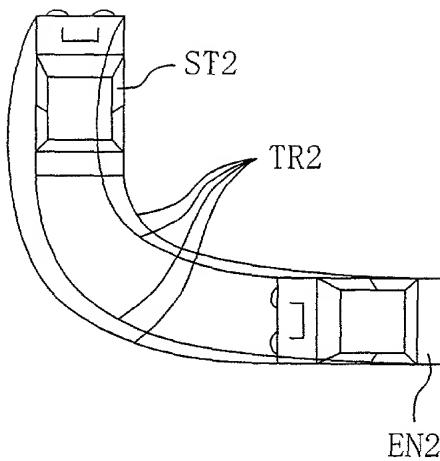


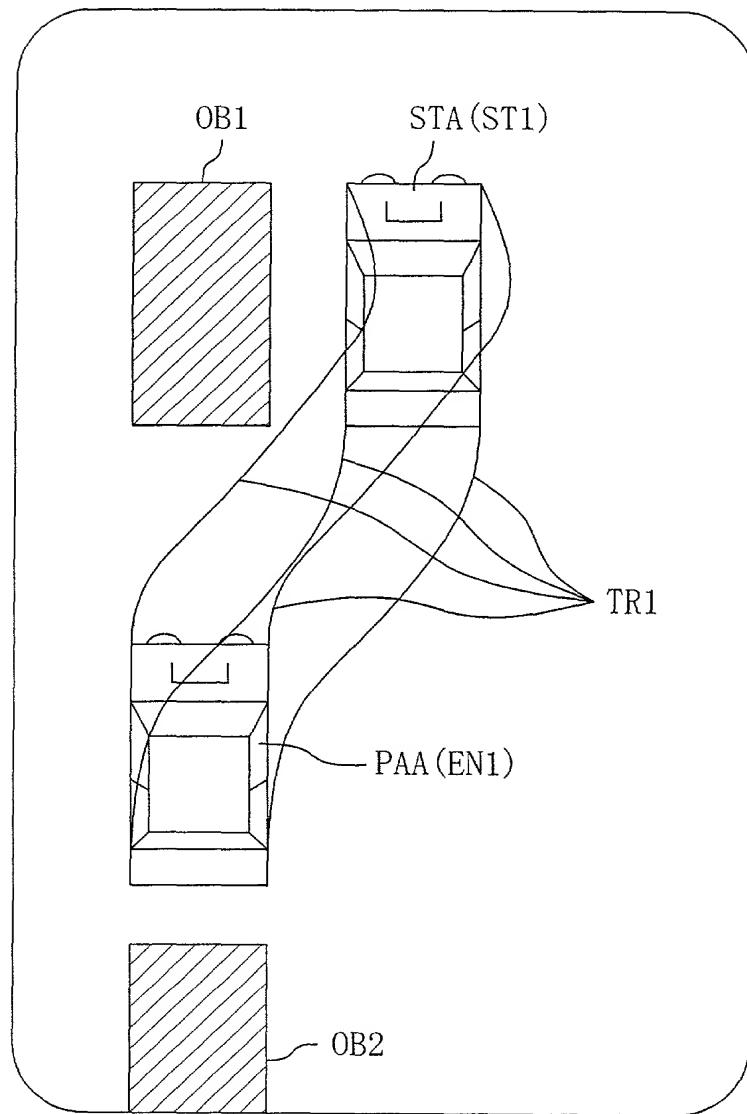
FIG. 6B

Number of revolutions of tire (Unit: revolution)	Rudder angle of steering wheel (Unit: degree)
0.2	0
0.25	45
0.25	90
0.2	135
0.1	180
0.2	135
0.25	90
0.25	45
0.25	30
0.25	15
0.5	5
0.75	0

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FIG. 7

Synthesized image



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FIG. 8

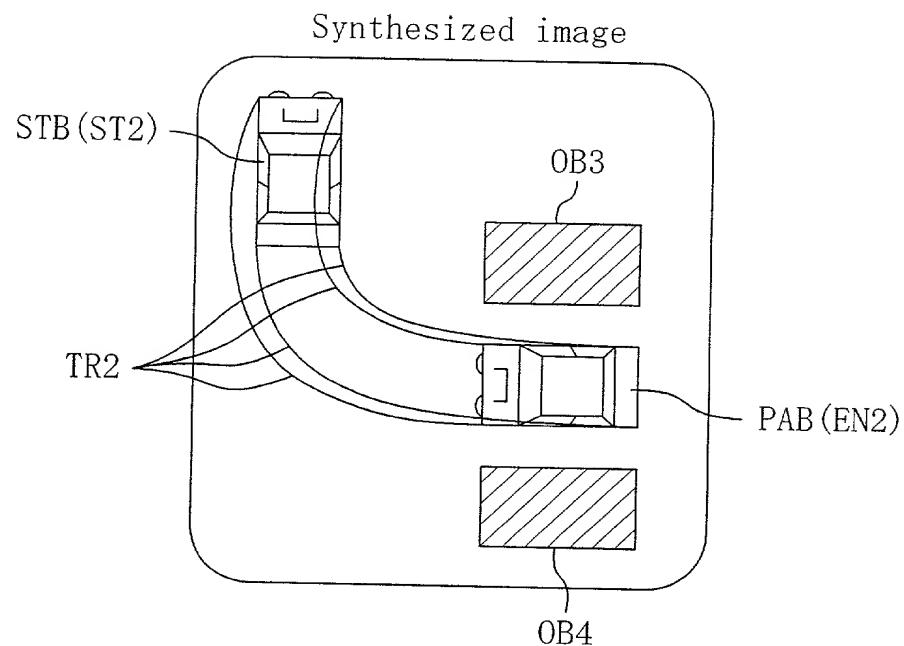
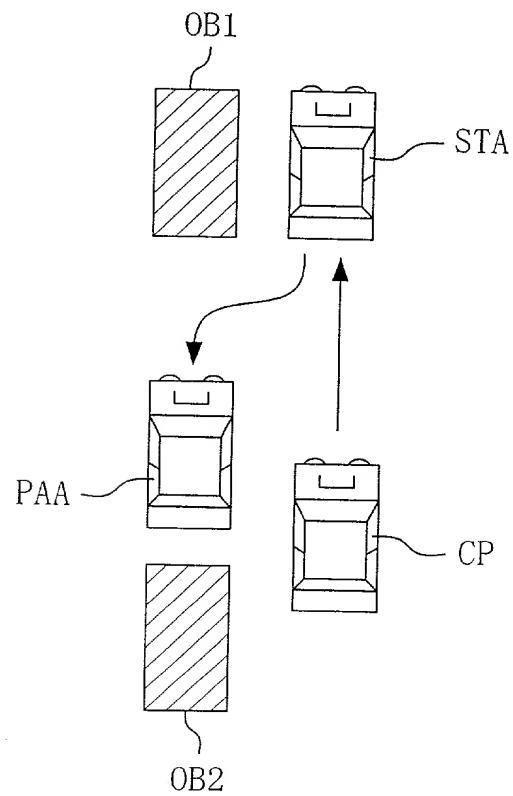
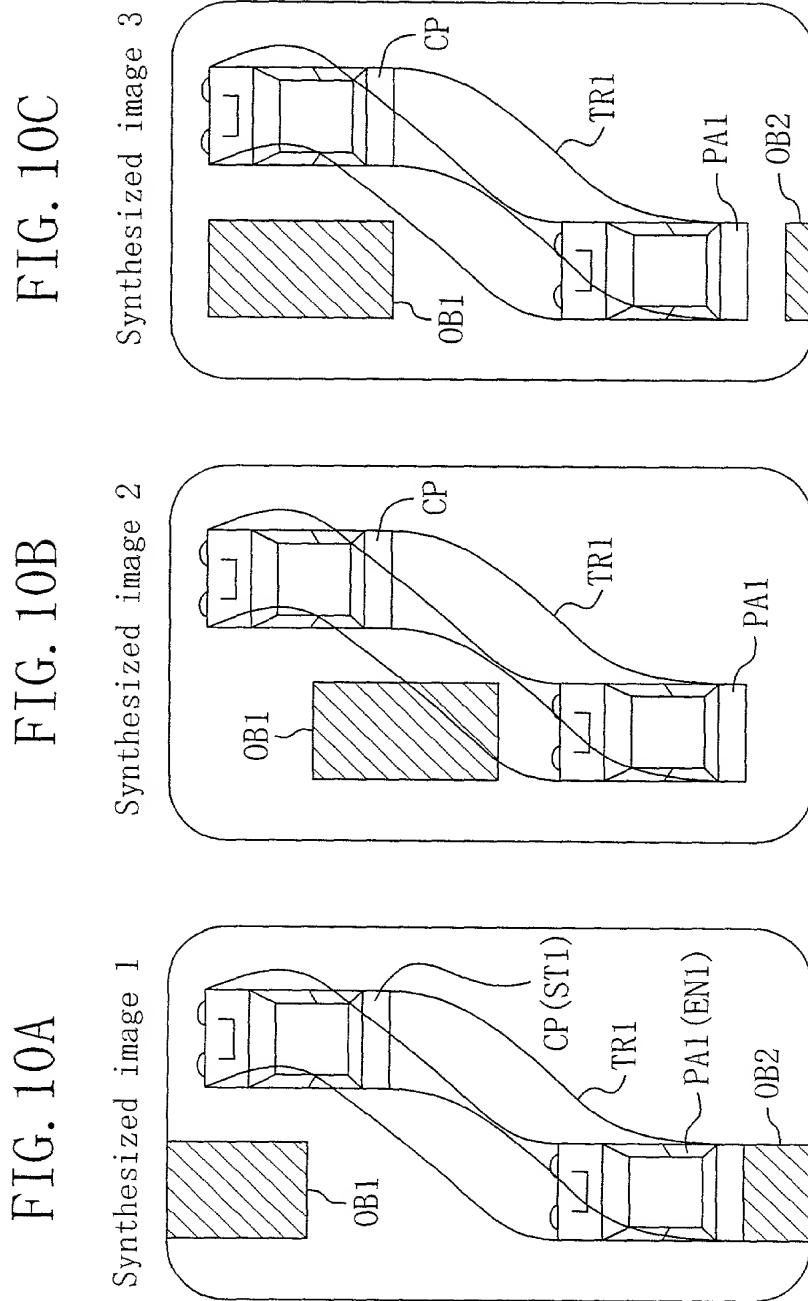


FIG. 9

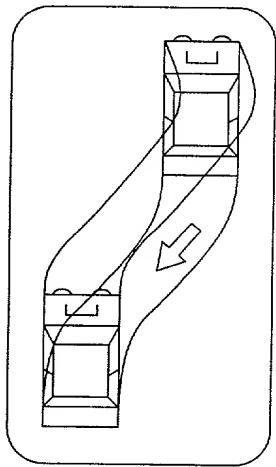




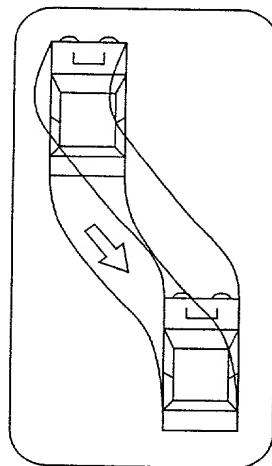
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FIG. 11

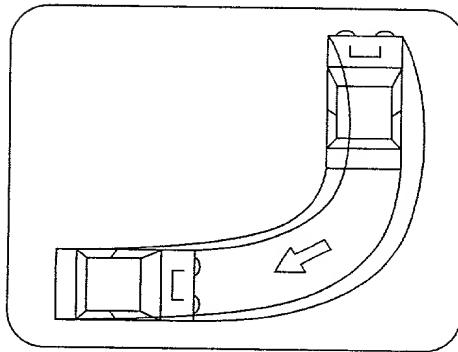
Prescribed movement
pattern PT1



Prescribed movement
pattern PT2



Prescribed movement
pattern PT3



Prescribed movement
pattern PT4

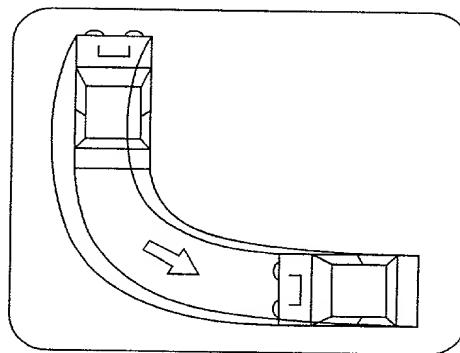


FIG. 12

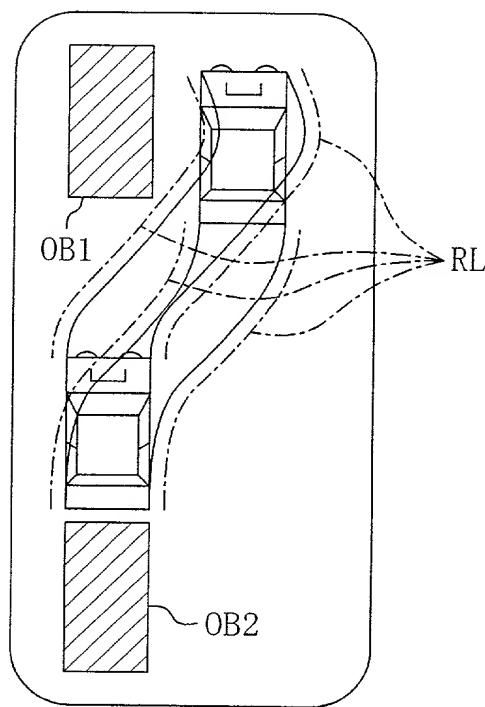


FIG. 13A
FIG. 13B
FIG. 13C

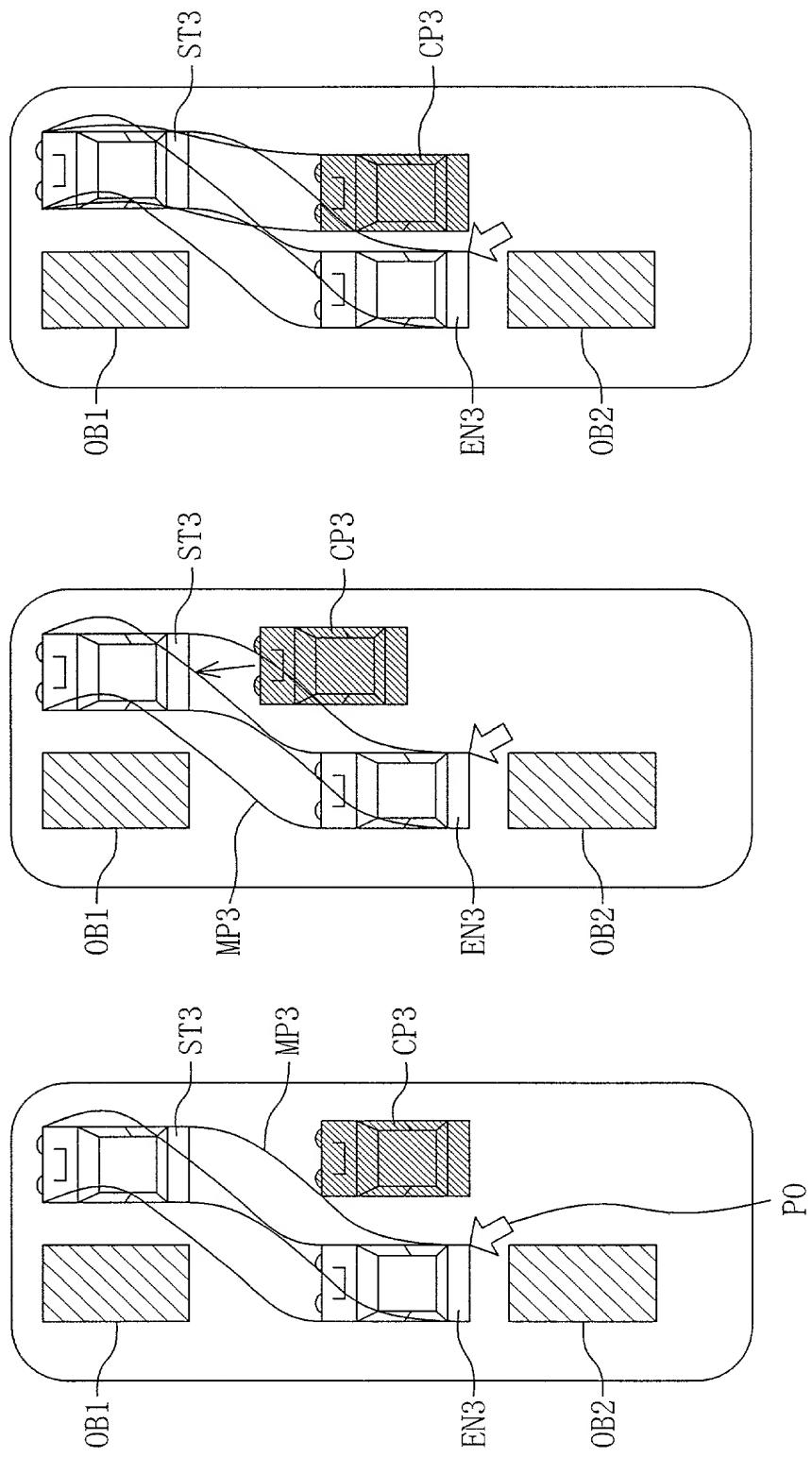


FIG. 14

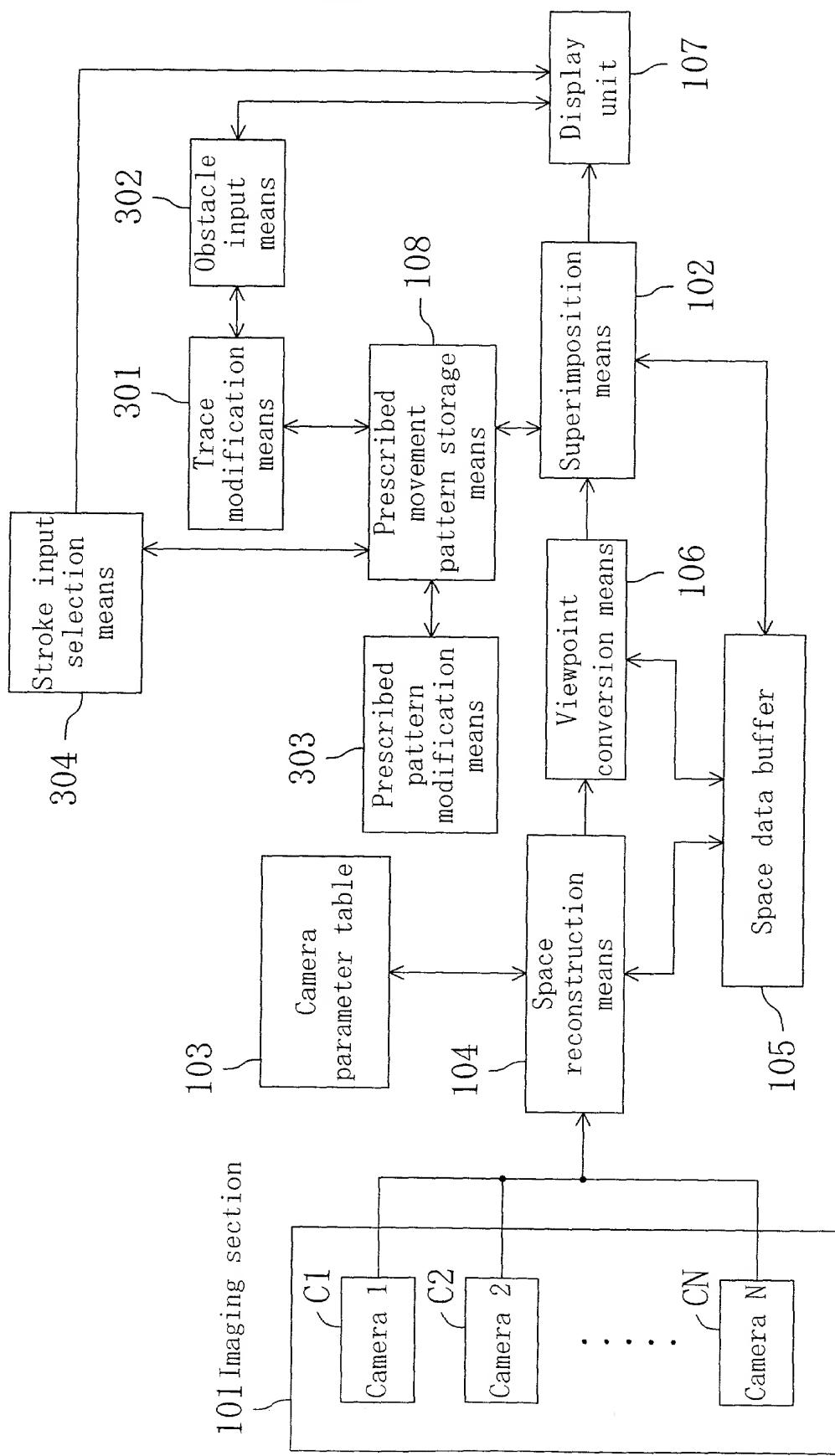


FIG. 15A

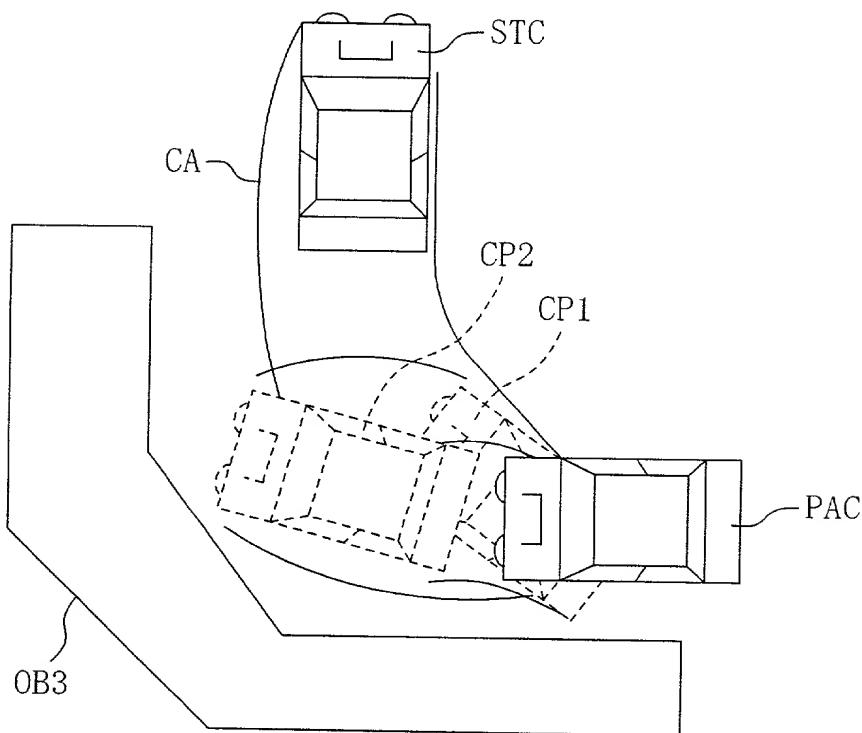


FIG. 15B

Number of revolutions of tire (Unit: revolution)	Rudder angle of steering wheel (Unit: degree)	
0.2	180	Backward
0.4	180	
0.6	180	
0.8	180	
0.8	-180	
0.6	-180	Forward
0.6	180	
0.8	180	
1	90	
1.2	30	Backward
1.4	0	

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FIG. 16

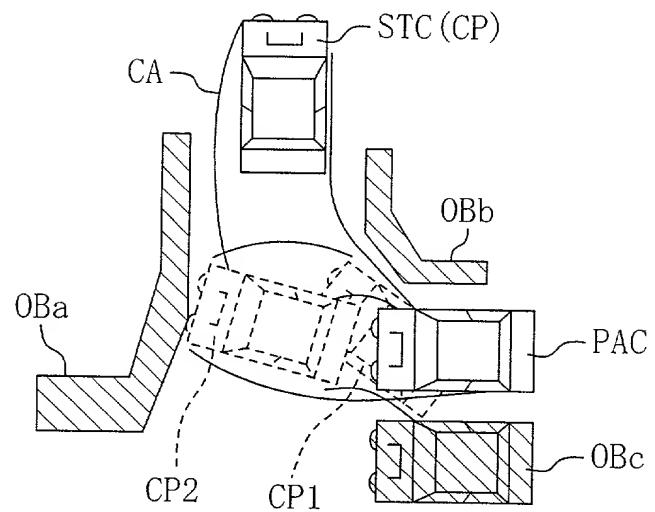
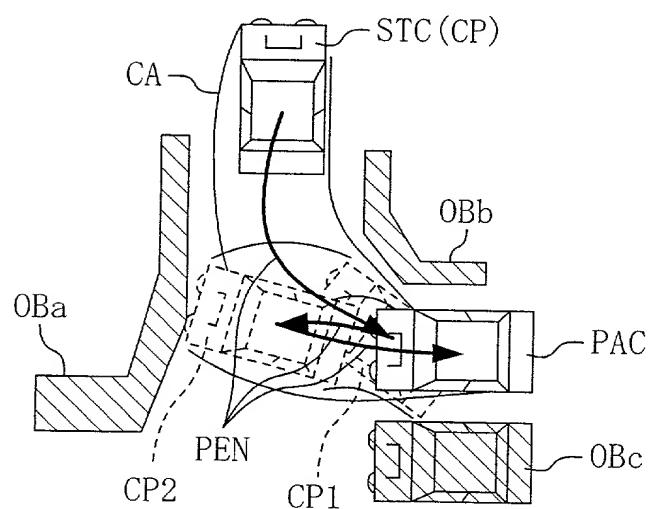


FIG. 17



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FIG. 18

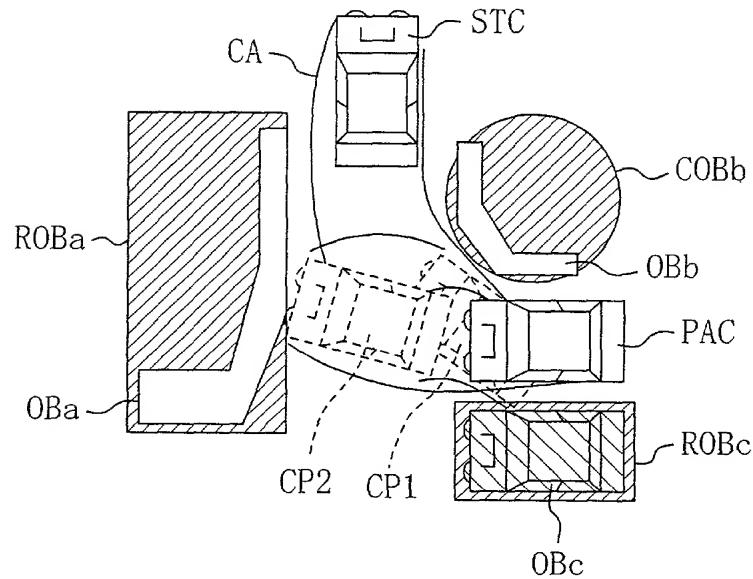
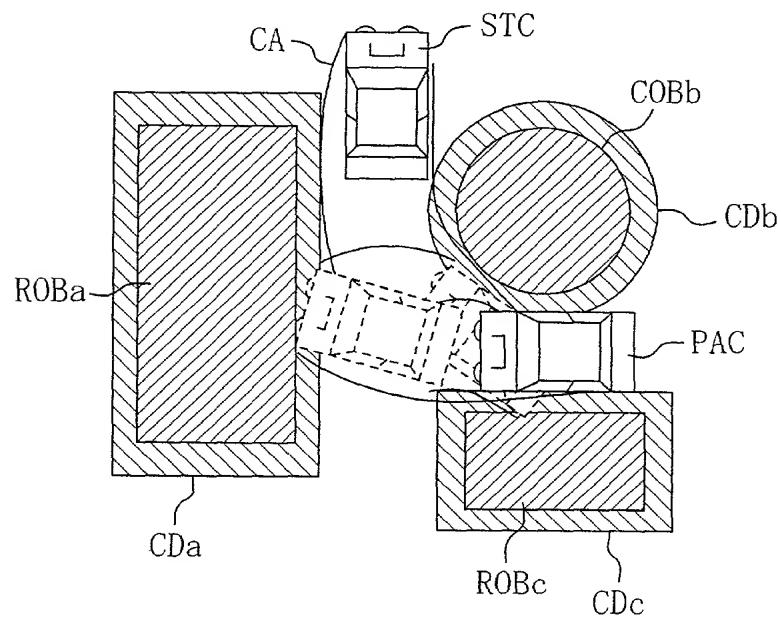


FIG. 19



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FIG. 20

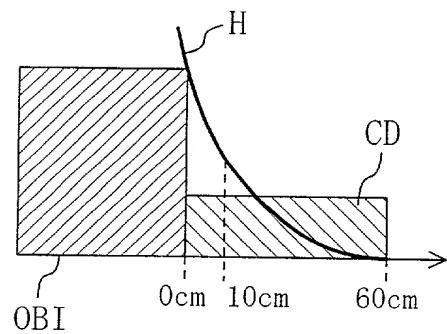


FIG. 21

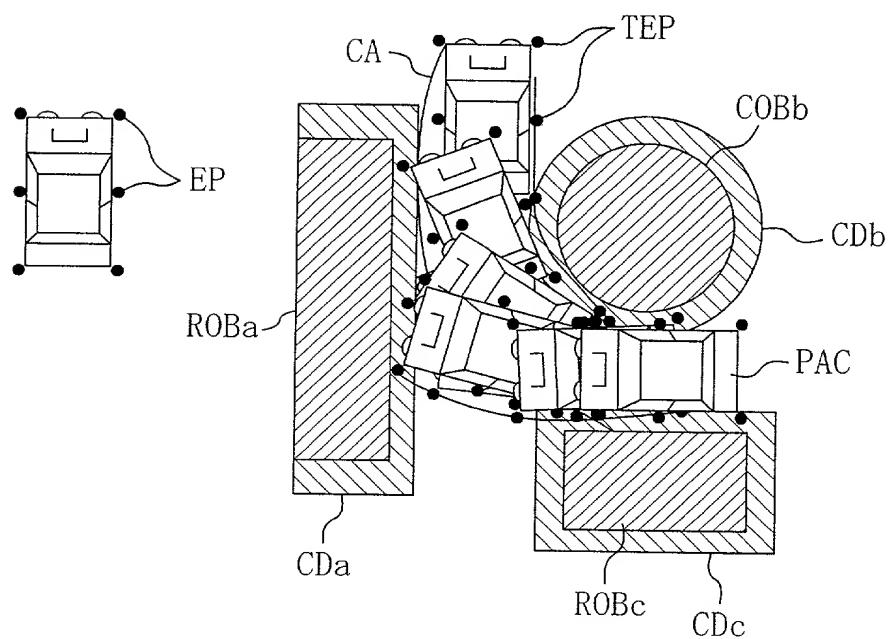


FIG. 22

Number of revolutions of tire (Unit: revolution)	Rudder angle of steering wheel (Unit: degree)	Number of revolutions of tire (Unit: revolution)	Rudder angle of steering wheel (Unit: degree)
0.2	180	0.2	30
0.4	180	0.4	120
0.6	180	0.7	180
0.8	180	0.9	180
0.8	-180	0.9	-180
0.6	-180	0.7	-180
0.6	180	0.7	180
0.8	180	0.9	180
1	90	1.1	90
1.2	30	1.2	30
1.4	0	1.4	0

↑

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FIG. 23

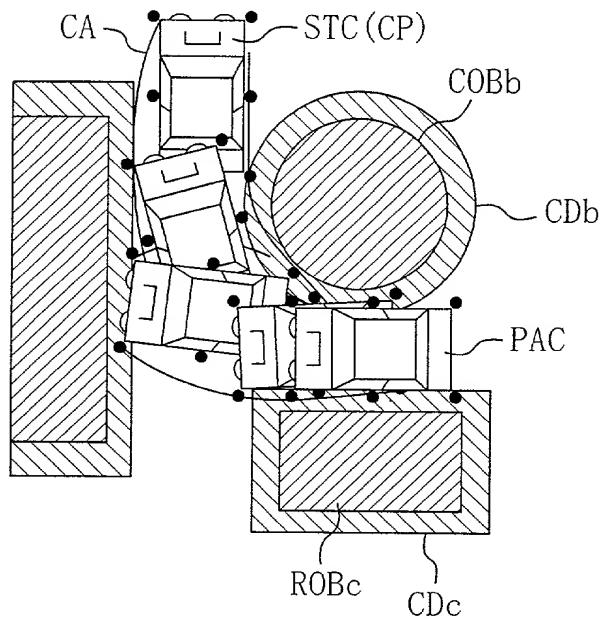
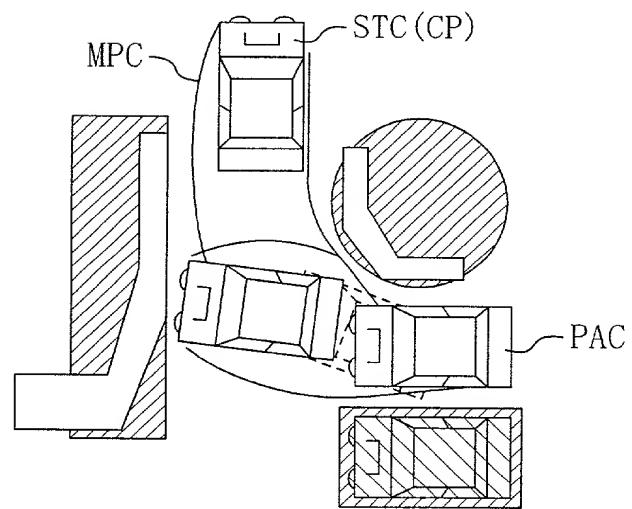


FIG. 24



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FIG. 25

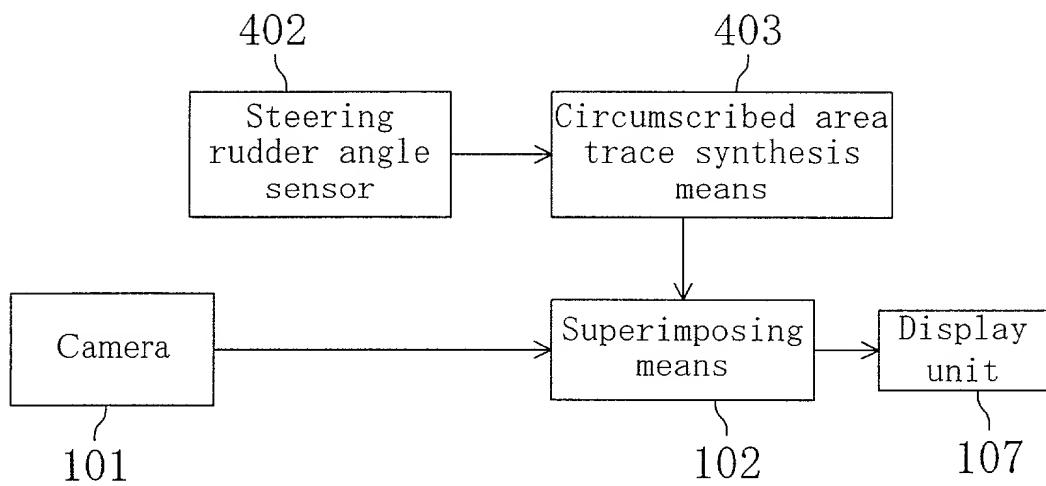
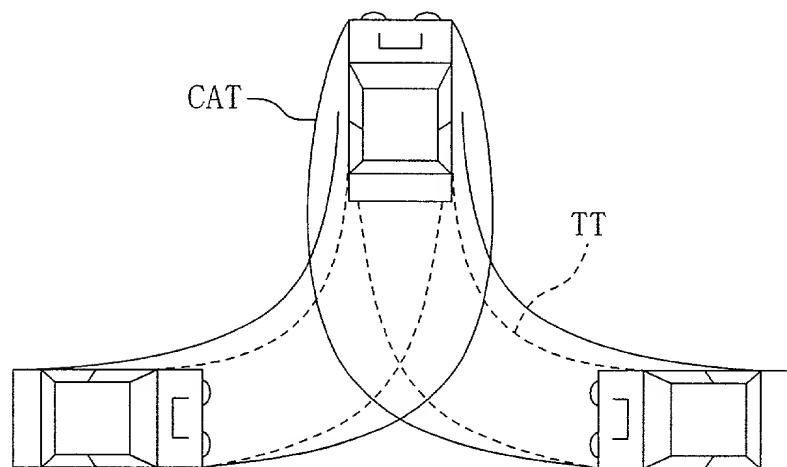


FIG. 26



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FIG. 27

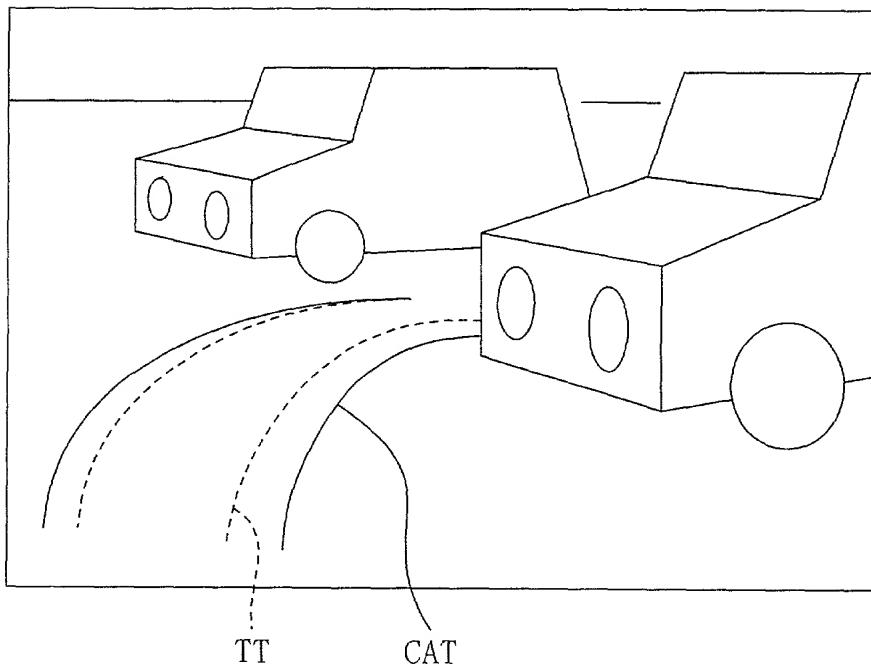
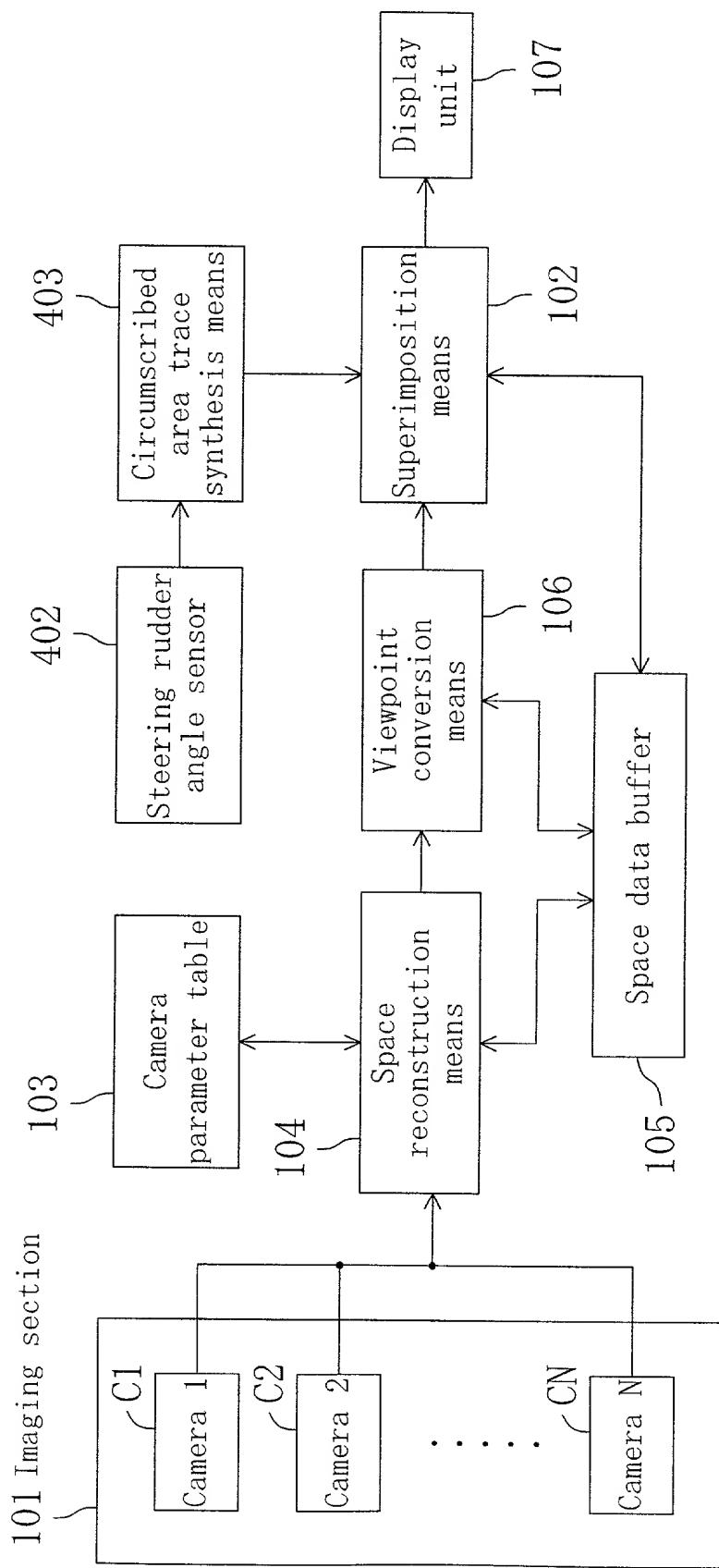


FIG. 28



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FIG. 29

